

CONSISTENT APPLICATION PROGRAMMING INTERFACE FOR COMMUNICATING WITH DISPARATE VEHICLE NETWORK CLASSES

Field of the Invention

The present invention relates to vehicle communication networks and more particularly relates to providing an application programming interface which presents to programmers a common model covering a plurality of vehicle network classes.

Description of the Prior Art

Contemporary designs for the control and management of vehicle components increasingly rely on computer networking. Digital data is exchanged between component controllers over a common physical layer such as a twisted shielded pair of wires. Intelligible communication between two or more device controllers among a greater plurality of devices, all occurring over the common physical layer, depends upon the communicating devices being able to discriminate among messages they receive and respond to those messages directed to them. Such methods are well known in the art and are part of the standards which the Society of Automotive Engineers (SAE) has published and continues to publish as part of the SAE J1939 and the SAE J1587 protocols.

The J1939 protocol provides an open protocol and a definition of the performance requirements of the medium of the physical layer, but also allows for development of proprietary protocols. The SAE J1939 protocol is a specialized application of a controller area network (CAN) and may be readily implemented utilizing commercial integrated circuits such as the C167 Integrated Circuit manufactured by Siemens of Germany.

The CAN protocol is an ISO standard (ISO 11898) for serial data communication, particularly aimed at automotive applications. The CAN standard includes a physical layer (including the data bus) and a data-link layer, which define a few different message types, arbitration rules for bus access and methods for fault

detection and fault confinement. The physical layer uses differential transmission on a twisted pair wire bus. A non-destructive bitwise arbitration is used to control access to the bus. Messages are small, at most eight bytes, and are protected by checksum error detection. Each message carries a numeric value which controls its priority on the bus, and may also serve as an identification of the contents of the message. CAN offers an error handling scheme that results in retransmitted messages when they are not properly received. CAN also provides means for removing faulty nodes from the bus. CAN further adds the capability of supporting what are termed "higher layer protocols" for standardizing startup procedures including bit rate setting, distributing addresses among participating nodes or kinds of messages, determining the layout of the messages and routines for error handling on the system level.

The SAE J1587 protocol relates to data exchange between microcomputers in heavy duty vehicle applications. The protocol defines formats for message and data, including field description, size, scale, internal data representation and position within a message. Guidelines for message transmission frequency and circumstances are provided. Message formats are to be published for information pertaining to vehicle operation and vehicle component performance, diagnostic and maintenance data, among other things. The protocol is used in conjunction with the SAE J1708, which defines requirements for hardware.

Digital data communications over serial data paths are an effective technique for reducing the number of dedicated communication paths between the numerous switches, sensors, devices and gauges installed on the vehicles. Multiplexing the signals to and from local controllers and switches promises greater physical simplicity through displacing much of the vehicle wiring harness, reducing manufacturing costs, facilitating vehicle electrical load management, and enhancing system reliability.

It is by no means clear that the two published standards will prove to be the universe of possible network protocols for vehicles. Indeed both standards provide for proprietary extensions to the protocols. The existence of more than one protocol complicates the work of programmers. Commonly, a separate programming interface for each class of vehicle network has been provided. Programmers have been required to know the details of the network protocol in order to program vehicle class networks. For example, a programmer has been required to know the details of network message formats and message structure. This forces programmers to spend time on nuances of network operation rather than applying a focused effort to

programming related to vehicle operation. Generalized programming interfaces, for example, RP1210 and OPC have proved either too general or too poor in performance terms, and have lacked mechanisms for handling data in a consistent manner on all classes of networks.

Software development can be greatly aided by increasing the level of abstraction at which the programmer works. Increasing abstraction in a programming environment should be based on increasing independence from any one programming language or platform and allow sharing of fundamental components between programs. The flexibility and adaptability of such a system are enhanced by making the system extendible, which allows for evolution of the system and by providing a high level of robustness.

One system proposed meeting many of these criteria is the Microsoft Component Object Model (COM). COM provides a foundation for higher-level software services, which may be presented to a programmer at a high level of abstraction. COM provides mechanisms for communications between components, even across process and network boundaries, error and status reporting and for dynamic loading of components. Qualification of a software or data model or object as a COM component requires meeting certain interface design rules.

A programmer working in a COM environment is able to exploit a binary standard for function calling between components and to use common interfaces for strongly typed groups of functions. COM provides base interface which allows components to dynamically discover the interfaces implemented by other components (through qualification) and which further provides reference counting to allow components to track their own lifetime and to delete themselves. See *The Component Object Model: A Technical Overview*, Williams, Sara & Kindel, Charles (1994).

Summary of the Invention

According to the invention there is provided a computer implemented translation system between a client and remote devices connected to a vehicle data network. The translation system presents programmers with a uniform abstraction of vehicle networks that permits programming and diagnostic procedures to be carried out without reference by the programmer to nuances of the particular network class used on the motor

vehicle. As a result, a programmer works with any vehicle network through a common interface. Three major interfaces are defined to implement the invention. A network interface incorporates a plurality of functions representing a model of a physical network. A data link interface responsive to client requests for acquiring a network instance corresponding to a physical network from the network interface. The establishment of a network instance may involve reference to a database to obtain appropriate drivers for the underlying physical network represented by the network instance. A remote device interface incorporates a plurality of functions representing the physical devices callable through the network interface and handles messaging between the client and a physical device attached to the underlying physical network.

Additional effects, features and advantages will be apparent in the written description that follows.

Brief Description of the Drawings

The novel features believed characteristic of the invention are set forth in the appended claims. The invention itself however, as well as a preferred mode of use, further objects and advantages thereof, will best be understood by reference to the following detailed description of an illustrative embodiment when read in conjunction with the accompanying drawings, wherein:

Fig. 1 is an illustration of a vehicle electrical system in a perspective, partial cutaway view of a truck;

Fig. 2 is a high level block diagram of a computer system used to implement the invention; and

Fig. 3 is an interface specification provided by the invention.

Detailed Description of the Invention

Environment

Fig. 1 is a perspective view of a vehicle 13 and of an electrical control system 10 installed on the vehicle. Vehicle electrical system 10 comprises a network which may, in one embodiment, comprise a twisted

pair (either shielded or unshielded) cable operating as a serial data bus 18. One node of bus 18 is a body controller 30, which is a major component of a vehicle electronic control system. Body controller 30 manages a number of vocational controllers connected to bus 18 as nodes. Collectively, bus 18 and the various nodes attached thereto form a controller area network (CAN). Numerous opportunities exist for programming the various controllers. Alternative network classes may be employed.

Active vehicle components are typically controlled by one of a group of autonomous, vocational controllers, which include an instrument and switch bank 12, a gauge cluster 14, an engine controller 20, a transmission controller 16, an antilock brake system (ABS) controller 22, and a definable remote interface module 21, all of which are connected to body controller 30 over a serial data bus 18 and all of which are connected to bus 18 as nodes. The autonomous controllers include local data processing and programming and are typically supplied by the manufacturer of the controlled component. For each autonomous controller there is a defined set of variables used for communications between the autonomous controller and other data processing components on the network or attached to the network. Bus 18 is preferably a twisted pair cable constructed in accordance with SAE standard J1939 and is externally accessible via a diagnostic port 36. Diagnostic port 36 is typically located under the steering column inside the cab of vehicle 13, but may be located elsewhere. Although the autonomous controllers handle many functions locally and are functionally difficult without reference to body controller 30, they may report data to body controller 30 and may receive operational requests from body controller 30. Gauge cluster 14, transmission controller 16 and engine controller 20 all may communicate with body controller 30, which also monitors inputs received from the auxiliary instrument and switch bank 12 over the serial communication link in harness 18. For a CAN system a J1939 compliant cable 23 is connected from port 36 to a remote data link computer 44.

External Hardware Implementation

Fig. 2 is a block diagram of a data processing system 43 incorporating a data link PC 44. Data link PC 44 is a personal computer of substantially conventional architecture, adapted to communicate with a vehicle network meeting either of the SAE protocols. It has anticipated that any new protocols developed in the future will be as readily handled. Computer 44 is attached to the usual peripheral devices including a display 60, a keyboard 62 and a pointing device 64. Pointing device 64 and keyboard 62 are connected to the

computer's serial bus 65 which transmits inputs from those devices to the motherboard in a conventional manner. Computer 44 further includes a PCI bus for the attachment of adapter cards, which include a network adapter 66 and a PCI to CAN adapter card 76. The network adapter 66 allows connection via an external ethernet 68 to other data processing equipment such as an event logger 70. Adapter card 76 allows two connections to a vehicle CAN bus 92 over which communication may be retained to a remote device 94. Alternatively, remote device 94 may be connected by an SAE J1587 bus 96 to a port adapter 90 allowing communication between the remote device 94 and computer 44 through the computer's serial bus 65. Such communication would occur over a conventional personal computer serial port. Motherboard 72 includes a special data bus 78 for communication with a floppy drive 80 a CD Rom 82 and a hard drive 84 and controls the display 60 over a local video bus 86 and display interface 88. Remote data link personal computer 44 executes data link software package 100 described below to allow programmer interaction with remote device 94 attached to a motor vehicle network.

Software Systems

Fig. 3 illustrates the component object model and interface design provided by a data link software package 100 of the invention. Software package 100 incorporates three COM interfaces through which a programmer may program or evaluate a vehicle network at an abstract level. Package 100 provides translation of a message moving between client and devices across a network boundary, relieving the programmer of concern for the details of specific network messaging. COM interfaces 38, 39 and 40 represent the highest level of abstraction of the system and, while believed by the present invention to be a particularly convenient and logical way of presenting underlying systems, do not exhaust the possibilities for high level re-presentation. All COM interfaces must implement the interface for a root COM component 'Unknown'. Every interface must have a unique interface identification (IID). An interface, once assigned an IID and published, becomes immutable. Interface member functions should have a return type of HRESULT to allow reporting of remote procedure call (RPC) errors. String parameters in interface member functions should be in Unicode. Extensive descriptions of the Component Object Model are available from the Microsoft Online Library on the World Wide Web.

The IDataLink Interface

An IDataLink interface 38 provides the starting point for clients access to the functionality provided by the data link software package 100. It provides a mechanism for acquiring network interface instances corresponding to a physical network. Interface 38 further provides for the enumeration of those networks that have already been acquired. IDataLink interface 38 includes two functions. One function is an "Acquire Network" function 270. Function 270 returns an instance of an INetwork interface 39. The INetwork interface 39 provides the gateway to a physical network in general, and particular devices connected to the physical network. The name and instance number of a physical network are concatenated to generate a unique name that is used to refer to the given network. Multiple calls to acquire network with the same name return an INetwork pointer that points to the same underlying physical network. An example of a network name/instance number concatenation where a CAN network is installed on a vehicle is:

Name = I + ME PCI-IntelliCAN 1

The name is thereafter used to acquire additional network configuration data stored in the WIN32 registry. Entries within the WIN32 registry tell the software all the details of how to connect to the underlying physical network, e.g., which ports to listen on, which channel, etc. A cookie is implied by software returning a valid INetwork interface pointer to a COM object that represents an underlying network.

The Acquire Network function 270 specifies three variables. The variables are denoted "Name", "Instance" and "Network". Name is the name of a hardware device that will represent a physical connection between the data link computer 44 and the SAE standard network installed on a vehicle. At present there are two SAE published standards, and the variable can assume one of two values: (1) "Dearborn protocol adapter" a value which implies the network shall be operating via physical connection to a Dearborn group DPA's II J1708 network interface (which is specific type of circuit board); and (2) "I + ME PCI-IntelliCAN" a value which implies that a network shall be operating via physical connection to a network utilizing the J1939 protocol (CAN). Should additional network protocols be defined, more allowed values may be added to software package 100. The variable "Instance" refers to physical interfaces within a machine. An instance number is then used to pick up any additional configuration data needed to utilize a network interface. The

variable "Network" is an INetwork object that is returned to a client. The client will then use this object to communicate with the network.

The function "Enumerate Networks" 258 is used by clients to enumerate all physical networks, typically vehicle networks, that are currently available. A network is defined as available if an instance for the physical network has been created using the Acquire Network function 270I. The client specifies a count of the number of INetwork pointers for which it is allocated storage. The data link software 100 then places as many enumerated networks into the network's array as possible. If there is insufficient storage, then the software returns only the count number of networks the client initially specified. Otherwise all networks that have been acquired are returned. When an acquired network is not called at all for an operating cycle, then count and networks return values are undefined and the HRESULT return code is set for fail. The return values for this function indicate success, a general failure that is a count or network's pointer, and a value for when no networks are successfully acquired. The variables include a count variable which is the number of networks that are in a set of networks returned to the client. Here the client specifies in a call the number of available network pointers in the network's variable. The client then receives the number of networks enumerated in this variable when the call returns. The second variable is the "networks" variable, which is a pointer to an array of INetwork object pointers that describe the networks of which the data link software package 100 is currently aware.

INetwork Interface

A second interface is the INetwork interface 39. The INetwork interface 39 is a generalized software model of physical networks. Interface 39 provides data link interface clients with a way of communicating with a specific network. The data link software 100 performs the network's specific network connection per the network class that the user requests detection upon. This includes loading any proprietary network drivers and initializing them. If there are any start-up procedures that a device may need to perform to become an active member of the network (e.g., perform an address claim procedure on a J1939 network), then the Connect function 346 performs this operation. The Connect function 346 has no variables.

The "Disconnect" function 378 disconnects data link software 100 from the network. This step includes assuring failure of all future network requests as well as a disconnection of the network hardware and an unloading of any network drivers. No variables are required for this function.

The "get_PhysicalAddress" function 355 fetches a physical address representation of an address assumed by the network when it is on line. Its functional name is such that it can be used as a COM property or a function name. The only variable for the function is "physical address". Clients may use this variable to send their own proprietary messages via the raw message application program interface.

9

object when returned to the client.

The "get_BaudRate" function 672 returns the operational baud rate of the underlying network. Its functional name is such that it can be used as a COM property or a function name. This whole variable for this function is "baud rate", a storage place for the baud rate of a network represented by this object.

The "get_LastDeviceDetectionTime" function 682 returns the last time a device detection was performed on the underlying network. Its functional name is such that it can be used as a COM property or a function name. The sole variable for this function is the "last detection time", a storage place for the last detection time of the network.

The "get_NetworkClass" function 690 returns the network class (e.g., J1939, J1587) of the underlying network. Again the function name can be used as a COM property or a function name. A variable for providing a storage place for the network class type of a network is provided.

The "get_NumberDetectedDevice" function 699 returns the number of devices detected the last time the DetectDevices function 366 was performed on the underlying network. Again the functional name is such that it can be used as a COM property or a function name. Variable "number of detected devices" is a storage place for the number of detected devices on the network.

The "RawMessageTrafficRegister" function 387 is used by clients to request all or a subset of message traffic that is transmitted on the network. The client specifies a filter if they want only certain data. Alternatively clients can also run in an unfiltered mode, receiving notifications when any message is transmitted on the network. A filter is not a filter mask, so if a given data link software client wishes to register for a set of messages within a range of values, they need to register each raw message separately. The same client can register for raw message multiple times with the same call back. In this case the client would be notified each time a message matched the client's filter criteria and if the client registered twice for the same message header then the client would be notified twice for each message received from the network.

Function 387 includes three variables. The "notify call back" variable is a call back pointer that the software uses to notify a client that a given message has been received that matches the client's filter criteria. This pointer must contain a COM object that implements the IRawMessageTrafficNotify interface 52. If the pointer does not contain the COM object, an invalid argument result is returned to the client. If a bad pointer value for this variable is passed, a pointer error is returned. A filter variable specifies network header message comparisons within a particular range. The client specifies this as a mechanism for filtering out raw messages which are not of interest. A network cookie variable is returned to the client so the client can effectively match a detection notification to the original detect request.

A "RawMessageTrafficUnregister" function 402 is used to cancel a previous registration for raw message traffic using the RawMessageTrafficRegister function 387. The client supplies a cookie given to it by the register call. The software then halts all future notifications for the registered filter criteria. If a client is receiving raw notifications for multiple registrations over the same call back mechanism then the other remaining raw message registrations remain in effect. Only the registration represented by the cookie is invalidated. Variable for this function is the cookie a client received from a previous registration with raw message traffic register.

The "TransmitRawMessage" function 411 is used by data link software clients to send out raw messages on the network. The client is wholly responsible for building the message header and message body, ensuring that it conforms to the protocol of the network and for checking for responses is appropriate. Time outs and message tries are wholly the responsibility of the client transmitting the raw message. Three variables provided for this function include, "header" which is a message header that is to be used when the message is transmitted on the network, "body size" which is the size in bytes of the message body and "body" which is the message itself.

A IRawMessageTrafficNotify interface 52 is one interface of a data traffic management facility 101 used by data link software 100 to notify data link clients that a raw message has been received from a network. This interface is reached through the INetwork 39 interface. Only one function is implemented with this interface, a message received function 285 which is implemented by a data link client and is used by the data link software 100 to call back to clients when raw message traffic that fit the client's criteria is received. Five

variables are included within this function including "time stamp", "header", "body size", "body" and "cookie" which is the cookie that was returned to the client when it performed a register for raw message traffic that subsequently triggered operation of this function. The character of each of the remaining variables tracks the names of the variables.

The INetwork interface 39 also communicates with an IDetectDeviceNotify interface 438. Interface 438 is used by the data link software 100 and notify a data link client of the status of network detections. The interface includes two functions including a device detected function 440, used by the data link software to notify the client that a previously commenced device detection has just detected another remote device on the network. This function has two variables, one a cookie, returned to the data link software client when it originally requests a detection commence, and a "remote device" variable which is a representation of the remote device that was detected on the network. The client can use this pointer for further network communications.

A "DetectionCompleted" function 452 is used by data link software 100 to notify a client that a previously commenced device detection has been completed. This gives the client the opportunity to wait until notification arrives before attempting additional network communications because not all devices might be detected as yet. The only variable return with this function is a cookie which is returned to the data link software 100 when it originally detected the detection commence.

IRemote Device Interface

An IRemoteDevice interface 40 is also accessible from the INetwork interface 39. IRemoteDevice interface 40 includes a number of functions relating to receiving data from, and transmitting data to, actual physical devices. The structure of the interface reflects a generalization of a device and allows incorporation of a data base specifying operating parameters for physical devices.

IDataValueReceiveRegister function 480 is used by clients to request a particular data value from a remote device. The data link client specifies the data value that are of interest and a way of being notified by reference to a data base of values. The data link software 100 determines whether the message is broadcast

by the remote device. If it is, then the datalink software 100 notifies the client every time the message is received from the remote device. Otherwise the data link software 100 explicitly requests the data value from the remote device. If a device is unresponsive, then it is up to the data link client to determine this result. The data link software will not interpret the responsiveness of the device because the criteria for a responsive device may vary greatly from data link client to data link client.

DataValueReceiveRegister function 480 has three variables including a data value ID which is an abstract handle that represents the data value that is to be read from the remote device. Viable values for this handle can be found in the Tables. A notify call back variable is a call back pointer that the data link software 100 uses to notify a client that a given data link value has been received. This value must contain a COM object that implements the IDataValueReceiveNotify interface 53. If it does not, then an invalid argument pointer is returned to the client. If a bad pointer value for the variable is passed in, another error value is returned. A cookie is returned to the client so that the client can effectively match a receipt notification to the original request and for unregistration procedures.

A "DataValueReceive" function 612 is used by clients to request a particular data value from a remote device. The data link client specifies the data value that it is interested in. This function call is different from data value receive register in that only one value is read, and it is a synchronous call. This means that the call will not return until the requested data value is received from the remote device, or a time out occurs. The time out value is controlled as a property of the network as defined in a WIN32 registry. The data link software determines whether the message is broadcast by the remote device. If it is, then the software waits for the next time the message is received from the remote device and then returns the data value to the client. Otherwise the data link software explicitly requests the data value from the remote device. When the answer arrives, then the data link software returns to the client with the data value. If the device is unresponsive, then it is up to the data link client to determine this. A device is classified as unresponsive if it displays a prolonged pattern of communication difficulties. Such communication difficulties may include continued time out of data value requests from a given remote device. The data link software will not interpret the responsiveness of the device because the criteria for a responsive device may vary greatly from data link client to data link client. A data link client might determine whether a device is responsive or not by periodically transmitting a message to it. If the periodically transmitted message continually times out for a period of five minutes, then the client

may presume that the remote device is off line.

The data status variable reflects whether the data is actually valid or not. If it indicates an error, then the contents of data value are meaningless. Data status is distinctly different from an HRESULT return value because an HRESULT return value is used to indicate an operation error in the software whereas the data status variable indicates the status of remote device communications which may be operating correctly, but not returning the desired results.

Three variables are provided for this function including a "data value ID" which is an abstract handle that represents the data value that is to be read from the remote device. Allowable values for this handle may be found in an appendix to this application. The "data value" variable represents the data requested by the client. For example, if the client requested engine speed, then this variable is what contains the engine speed value. If there is a problem with the transmission as indicated by data status, then this value is undefined and should not be interpreted. Finally, a "data status" variable contains the status of network traffic that has generated this data value. If problems occur in obtaining the data value via the network then the data status variable reflects the problem.

A "DataValueReceiveUnregister" function 594 is used to cancel a previous registration for data value notification initiated using data value receive register function 480. The client supplies a cookie given to it by the register call. The data link software then halts all future notifications for the registered filter criteria. If a client is receiving notifications from multiple registrations over the same call back mechanism, then the other remaining data value registrations remain in effect. Only the registration represented by the cookie is invalidated. The cookie is the only variable for this function and is the cookie that the client received from a previous registration with the data value receive register function 480.

A "Change-of-Status(COS)DataValueReceiveRegister" function 492 is used by clients to request a change of state status for a particular data value on a remote device. The data link client specifies the data value that it is interested in and a way of being notified. The data link software 100 determines whether this message is broadcast by the remote device. If it is broadcast, then it notifies the client every time the message is received from the remote device. Otherwise the data link software 100 explicitly requests the data value

from the remote device.

Data link software 100 can check data value as it is received from the remote device to ensure that the value does not fall outside of a tolerance range for the value. For example, if a data link client is monitoring a particular data value, it can specify notification if the value changes by 10%. In this case as soon as the data value changes more than 10% from the point of the original request, the client is notified. A number of variables are provided for this function. A data value ID variable is an abstract handle that represents the data value that is to be monitored on the remote device for a state change. A notify call back pointer is used by the data link software to notify a client that a given data link value has changed state. This value must contain a COM object that implements the ICOSDataValueReceiveNotifyinterface 57. If it does not, then an error value is returned to the client. If a bad pointer is passed in another error is returned to the client. Yet another variable is the "state change type" variable. This variable describes the type of the state change that caused the notification. It is an enumeration that will either be state change which means the data is changed or a state constant which means that the data has remained constant, or has remained constant within a given value range. A tolerance variable is a tolerance value for change of data value as a percentage of the first value. Finally, a cookie is returned to the client so that the client can effectively match a change of state notification to an original request for unregistration purposes.

A "COSDataValueReceiveUnregister"function 585 is used to cancel a previous registration for change of state data value notification initiated using the change of state data value receive register function 492. This function is used to cancel a previous registration for change of state data value notification. The client supplies a cookie given to it by the register call. The data link software then halts all future notifications for the registered filtered client criteria.

The DataValueTransmit function 627 is used by clients to send a particular data value to a remote device. The data link client specifies the data value that it is interested in and the data value it wants to send to the device. This call is different from the DataValuePeriodicTransmit-Registerfunction 642 in that only one value is sent, and it is a synchronous call. This means that the call will not return until the requested data value is sent to the remote device, or a time out occurs, The data status variable reflects whether the data transmission actually succeeded or not. The data link software 100 does not validate whether a value is in

proper range. The caller is responsible for ensuring that any data value sent is in the proper value range. Variables for this function include data value ID, an abstract handle that represents the data value that is to be written to the remote device. A data value variable that the client requested to transmit to the remote device and a data status variable containing the status of network traffic that occurred with this data value transmit request. If there were any problems in obtaining the data value via the network the data status reflects this.

A `DataValuePeriodicTransmitRegister` function 642 is used by clients to send a particular data value to a remote device. The data link client specifies the data value in which it is interested and the data value it wants to send to the device. This call differs from data value transmit in that the value is periodically sent to the remote device based on a client's specify time value. This is an asynchronous procedure and means that the call will immediately return to the client. The client shall be notified at a later time of the result of transmissions to the remote device. The variables for this function include a data value ID which is an abstract handle that represents the data value that is to be written to the remote device. A data value variable that the client requested to transmit to the remote device. A timeout rate variable is a value representing the time value to wait in milliseconds for message transmission and an acknowledgment to complete. A transmit period variable indicates the periodic rate at which the software shall broadcast the data value to the remote device.

A `DataValuePeriodicTransmitUnregister` function 603 is used to cancel a previous registration to periodically transmit a data value using the data value periodic transmit register function. The client supplies a cookie given to it by the register call. The data link software then halts all future notifications for the registered filter criteria. If a client simultaneously receives notifications for multiple registrations over the same call back mechanism, then the other remaining registrations remain in effect. Only the registration represented by the cookie is invalidated.

The `"get_DeviceAddress"` function 522 returns the physical address or a remote device in the underlying network. Its function name is such that it can be used as a COM property or a function name. This property is read only enforceable because there is no corresponding published `"put device address"` function that would be used for setting the property externally via the interface. The variable included with this function is the `"device address"` variable, which is a storage place for the physical address of the remote device represented by this object.

A "get_IndustryGroup" function 549 returns the industry group for a remote device. Its functional name is such that it can be used as a COM property or a function name. The property is read only enforceable because there is no corresponding published put industry group that would be used for setting the property. The variable for this function is industry group which is a storage place for the industry group of the remote device.

A "get_VehicleSystemInstance" function 576 returns the vehicle system instance code of this remote device on the underlying network. Its functional name is such that it can be used as a COM property. This property is read only enforceable because there is no corresponding published put vehicle system instance function used for setting the property. The one variable defined for function 576 is a "vehicle system instance" variable which is the storage place for the vehicle system instance represented by the object.

A "get_VehicleSystem" function 567 returns the vehicle system code of this remote device on the underlying network. Its functional name is such that it can be used as a COM property or a function name. The property is read only enforceable because there is no corresponding published put vehicle system that would be used for setting the property. One variable providing a storage place for the vehicle system represented by the object is defined for function 567.

A "get_Function" function 540 returns the function code of this remote device. A functional name is such that it can be used as a COM property or a function name. The property is read only enforceable. The sole variable for the function is entitled function which is again a storage place for the function code.

A "get_ECUInstance" function 531 returns a ECU instance for this remote device on the underlying network. The "ECU Instance" serves as part of the identification of the underlying device. Its functional name is such that it can be used as a COM property or a function name. The property is read only enforceable. ECU instance is the sole variable for this function which provides the storage place.

A "get_ManufacturerCode" function 558 returns a manufacturer code for a remote device on the underlying network. Its functional name is such that it can be used as a COM property or a function name.

This property is read only enforceable because there is no corresponding published put manufacturer code that would be used for setting the property. Manufacturer codes are used for interrogating or querying a data base to obtain for a device values generated by a particular device, such as for an engine control module or anti-lock brake system. Manufacturer code is the only variable used with this function.

Finally a DataValueQuery function 660 provides a return route for placing requested values via variable names specified by the client.

Three interfaces are accessed through IRemoteDevice interface 40. The first of these interfaces is an IDataValueReceiveNotify interface 53 used by the data link software 100 to relate information to data link clients about data values that they are registered for. Only one function, a receive function 306, is provided for this interface and is used by data link software 100 to call back to clients when a data value that the client registered for is received over the network. Four variables are provided with this function including a time stamp, a data value, which may be specified by the manufacturercode, a status variable containing the status of network traffic that generated this data value and a cookie returned to the client when it performed a register for the data value that subsequently generated this function call back. An ICOSDataValueReceiveNotify interface 57 is used by the data link software 100 to relate information about the status of data values when they change state to data link clients that register for this notification. A data changed function 324 is used by the data link software to call back to clients when a data that the client registered for changes its state based on criteria specified by the client. Variables for this function include a time stamp, data value, data status, state status, which describes the type of state change causing the notification. This value is an enumeration that will either be state change which means the data changed or state constant which means the date is continually remaining constant within a tolerance range. A cookie variable is returned to the client when it performed a register for the data value that subsequently generated this function call back.

An IDataValueTransmitNotifyinterface 59 is used by data link software 100 to relate information about the status of data value transmissions to remote devices. A data transmitted function 461 is implemented through this interface to call back to clients when a data value that the client is transmitting has been sent to the network. The variables for this function include a time stamp. Another variable is transmit status which contains the status of network messages at the point of transmission to the network. Any problems in sending

the data value are reflected in the field.

Database Support

A data link library or database provides definitions for the data link software 100 when applied to a heavy duty truck application. Clients use compiler mechanisms that need to be aware that they need to scope all data types defined within the data link library. The data link server exposes only one COM object that is externally creatable (i.e., creatable by third party software like data link clients). That COM object is entitled "DataLinks". Data link clients are free to implement whatever COM object they deem suitable for handling their call back mechanism. The data link software requires only that for a given operation, the call back mechanism support a standard interface to call back on. For example, to provide a call back mechanism to the data link software 100 from notification on raw message receipt, the client needs only to provide an interface pointer that implements the IRawMessageTrafficNotify interface 52.

Table 1 draws on a commercial database package, which specifies variable classes for devices used on motor vehicles, for examples of the kind of data the invention can be applied to. The specific product is the Dearborn Group's NASPAK3 product, available from Dearborn Group, 27007 Mills Tech Court, Farmington Hills, Michigan. This product is occasionally updated and the values here are used only as an example.

TABLE 1

Data Value ID	Variable Name	Units	Lower Limit	Upper Limit
REQUEST_SPEED_OR_SPEED_LIMIT	Request Speed or Speed Limit	rpm	0	8031.875
REQUEST_TORQUE_OR_TORQUE_LIMIT	Request Torque or Torque Limit	%	-125	125
REQUESTED_PERCENT_CLUTCH_SLIP	Requested percent clutch slip	% gain	0	100
REQUESTED_GEAR	Requested gear	gear value	-125	125
SELECTED_GEAR	Selected gear	gear value	-125	125

ACTUAL_GEAR_RATIO	Actual gear ratio	no unit	0	64.255
CURRENT_GEAR	Current Gear	gear value (unit less)	-125	125
NUMBER_OF_SOFTWARE_IDENTIFICATION_FIELDS	Number of software identification fields	unit less	0	125
WHEEL_BASED_VEHICLE_SPEED	Wheel-based vehicle speed	kph	0	251
CRUISE_CONTROL_SET_SPEED	Cruise control set speed	kph	0	250
ACTUAL_RETARDER_PERCENT_TORQUE	Actual retarder-percent torque	%	-125	125
BRAKE_PEDAL_POSITION	Brake pedal position	%gain	0	100
OUTPUT_SHAFT_SPEED	Output shaft speed	rpm	0	8031.875
PERCENT_CLUTCH_SLIP	Percent clutch slip	%	0	100
TOTAL_IDLE_FUEL_USED	Total idle fuel used	L	0	2105540608
TOTAL_IDLE_HOURS	Total idle hours	hrs	0	210554060.75
TURBO-OIL-PRESSURE	Turbo oil pressure	kPa	0	1000
TURBO-SPEED	Turbo speed	rpm	0	257020
AIR_START_PRESS	Air start pressure	kPa	0	1000
NOMINAL_FRICTION_PERCENT_TORQUE	Nominal friction-percent torque	%	-125	125
ENGINE_S_DESIRED_OPERATING_SPEED	Engine's desired operating speed	rpm	0	8031.875
ENGINE_S_OPERATING_SPEED_ASYMMETRY_ADJUSTMENT	Engine's operating speed asymmetry	engpw r/ engsp	0	250

TRIP_DISTANCE	Trip distance	km	0	526385151.9
TOTAL_VEHICLE-DISTANCE	Total vehicle distance	km	0	526385151.9
RETARDER_CONTROL_METHOD	Retarder control method	step	0	250
RETARDER_SPEED_A T_IDLE-POINT-1	Retarder speed at idle, point 1	rpm	0	8031.875
PERCENT_TORQUE_A T_IDLE_POINT-1	Percent torque at idle, point 1	%	-125	125
MAXIMUM_RETARDER_SPEED_POINT	Maximum retarder speed	rpm	0	8031.875
PERCENT_TORQUE_A T_MAXIMUM_SPEED_POINT_2	Percent torque at maximum speed, point 2	%	-125	125
RETARDER_SPEED_A T_POINT_3	Retarder speed at point 3	rpm	0	8031.875
PERCENT_TORQUE_A T_POINT_3	Retarder speed at point 3	rpm	-125	125
RETARDER_SPEED_A T_POINT_4	Retarder speed at point 4	rpm	0	8031.875
PERCENT_TORQUE_A T_POINT_4	Percent torque at point 4	%	-125	125
RETARDER_SPEED_A T_PEAK_TORQUE_POINT-5	Retarder speed at peak torque, point 5	rpm	0	8031.875
REFERENCE_RETARDER_TORQUE	Reference retarder torque	Nm	0	64255
NUMBER_OF_REVERSE_GEAR_RATIOS	Number of reverse gear ratios	num gears	0	125
NUMER_OF_FORWARD_GEAR_RATIOS	Number of forward gear ratios	ratios	0	125
HIGHEST_REVERSE_G	Highest reverse	value	0	64.255

EAR_RATIO	gear ratio			
LOWEST_FORWARD_GEAR_RATIO	Lowest forward gear ratio	%	0	250
ACCELERATOR_PEDAL_AP_POSITION	Accelerator pedal (AP) position	%	0	100
PERCENT_LOAD_AT_CURRENT_SPEED	Percent load at current speed	%	0	125
DRIVERS_DEMAND_ENGINE_PERCENT_TORQUE	Drivers demand engine - percent torque	% Torque	-125	125
ACTUAL_ENGINE_PERCENT_TORQUE	Actual Engine - Percent Torque	% Torque	-125	125
ENGINE_SPEED	Engine Speed	rpm	0	8031.875
ENGINE_SPEED_AT_IDLE_POINT_1_ENGINE_CONFIGURATION	Engine speed at idle, point 1 (Engine)	rpm	0	8031.875
PERCENT_TORQUE_AT_IDLE_POINT_1_ENGINE_CONFIGURATION	Percent Torque at Idle, Point 1 (Engine Configuration)	%	-125	125
ENGINE_SPEED_AT_POINT_2_ENGINE_CONFIGURATION	Engine speed at point 2 (Engine configuration)	rpm	0	8031.875
PERCENT_TORQUE_AT_POINT_2_ENGINE_CONFIGURATION	Percent torque at point 2 (Engine configuration)	%	-125	125
ENGINE_SPEED_AT_POINT_3_ENGINE_CONFIGURATION	Engine speed at point 3 (Engine configuration)	rpm	0	8031.875
PERCENT_TORQUE_AT_POINT_3_ENGINE_CONFIGURATION	Percent torque at point 3 (Engine configuraton)	%	-125	125
ENGINE_SPEED_AT_P	Engine speed at	rpm	0	8031.875

OINT_4_ENGINE_CONFIGURATION	point 4 (Engine configuration)			
PERCENT_TORQUE_AT_POINT_4_ENGINE_CONFIGURATION	Percent torque at point 4 (Engine configuration)	%	-125	125
ENGINE_SPEED_AT_POINT_5_ENGINE_CONFIGURATION	Engine speed at point 5 (Engine configuration)	rpm	0	8031.875
PERCENT_TORQUE_AT_POINT_5_ENGINE_CONFIGURATION	Percent torque at point 5 (Engine configuration)	%	-125	125
ENGINE_SPEED_AT_HIGH_IDLE_POINT_6_ENGINE_CONFIGURATION	Engine speed at high idle, point 6 (Engine configuration)	rpm	0	8031.875
GAIN_KP_OF_ENDSPEED_GOVERNOR	Gain (KP) of endspeed governor	%	0	50.2
REFERENCE_ENGINE_TORQUE_ENGINE_CONFIGURATION	Reference Engine Torque (Engine configuration)	Nm	0	64255
MAXIMUM_MOMENTARY_ENGINE_OVERRIDE_SPEED_POINT_7_ENGINE_CONFIGURATION	Maximum Momentary Engine Override Speed, Point 7 (Engine configuration)	rpm	0	8031.875
MAXIMUM_MOMENTARY_ENGINE_OVERRIDE_TIME_LIMIT	Maximum momentary engine override time limit	s	0	25
REQUESTED_SPEED_CONTROL_RANGE_LOWER_LIMIT	Requested Speed Control Range Lower Limit	rpm	0	2500

REQUESTED_SPEED_CONTROL_RANGE_UPPER_LIMIT_ENGINE_CONFIGURATION	Requested Speed Control Range Upper Limit (Engine configuration)	rpm	0	2500
REQUESTED_TORQUE_CONTROL_RANGE_LOWER_LIMIT	Requested Torque Control Range Lower Limit	%	-125	125
REQUESTED_TORQUE_CONTROL_RANGE_UPPER_LIMIT	Requested Torque Control Range Upper Limit	%	-125	125
TOTAL_ENGINE_HOURS	Total Engine Hours	hrs	0	210554060.75
TOTAL_ENGINE_REVOLUTIONS	Total Engine Revolutions	r	0	4211081215000
SECONDS	Seconds	s	0	59.75
MINUTES	Minutes	minutes	0	59
TOTAL_VEHICLE_HOURS	Total Vehicle Hours	hrs	0	210554060.75
TOTAL_POWER_TAKEOFF_HOURS	Total Power Takeoff Hours	hrs	0	210554060.75
COMPASS_BEARING	Compass Bearing	degree	0	502
NAVIGATION_BASED_VEHICLE_SPEED	Navigation-Based Vehicle speed	kph	0	251
PITCH	Pitch	%	-200	302
ALTITUDE	Altitude	m	-2500	5531.875
TRIP_FUEL	Trip Fuel	L	0	2105540608
TOTAL_FUEL_USED	Total Fuel Used	L	0	2105540608
AXLE_LOCATION	Axle Location	val	0	250
AXLE_WEIGHT	Axle Weight	kg	0	32127.5

TRAILER_WEIGHT	Trailer Weight	kg	0	128510
CARGO_WEIGHT	Cargo Weight	kg	0	128510
MAXIMUM_VEHICLE_SPEED_LIMIT	Maximum Vehicle Speed Limit	kph	0	250
CRUISE_CONTROL_HIGH_SET_LIMIT_SPEED	Cruise Control High Set Limit Speed	kph	0	250
CRUISE_CONTROL_LOW_SET_LIMIT-SPEED	Cruise Control Low Set Limit Speed	kph	0	250
ENGINE_COOLANT_TEMPERATURE	Engine Coolant Temperature	Deg C	-40	210
FUEL_TEMPERATURE	Fuel Temperature	Deg C	-40	210
ENGINE_OIL_TEMPERATURE	Engine Oil Temperature	Deg C	-273	1735
TURBO_OIL_TEMPERATURE	Turbo Oil Temperature	Deg C	-273	1735
ENGINE_INTERCOOLER_TEMPERATURE	Engine Intercooler	Deg C	-40	210
FUEL_DELIVERY-PRESSURE	Fuel Delivery Pressure	kPa	0	1000
ENGINE_OIL_LEVEL	Engine Oil Level	%	0	100
ENGINE_OIL_PRESSURE	Engine Oil Pressure	kPa	0	1000
CRANKCASE_PRESSURE	Crankcase Pressure	kPa	-250	251.99
COOLANT_PRESSURE	Coolant Pressure	kPa	0	500
COOLANT_LEVEL	Coolant Level	%	0	100
POWER_TAKEOFF_OIL_TEMPERATURE	Power Takeoff Oil Temperature	Deg C	-40	210

POWER_TAKEOFF_SPEED	Power Takeoff Speed	rpm	0	8031.875
POWER_TAKEOFF_SET_SPEED	Power Takeoff Set Speed	rpm	0	8031.875
FUEL_RATE	Fuel Rate	L/h	0	3212.75
INSTANTANEOUS_FUEL_ECONOMY	Instantaneous Fuel Economy	km/L	0	125.5
AVERAGE_FUEL_ECONOMY	Average Fuel Economy	km/L	0	125.5
LATITUDE	Latitude	degree	-210	211.108122
LONGITUDE	Longitude	degree	-210	211.108121
LOCATION	Location	device	0	250
TIRE_PRESSURE	Tire Pressure	kPa	0	1000
TIRE_TEMPERATURE	Tire Temperature	Deg C	-273	1735
BAROMETRIC_PRESSURE	Barometric Pressure	kPa	0	125
CAB_INTERIOR_TEMPERATURE	Cab Interior Temperature	Deg C	-273	1735
AMBIENT_AIR_TEMPERATURE	Ambient Air Temperature	Deg C	-273	1735
AIR_INLET_TEMPERATURE	Air Inlet Temperature	Deg C	-40	210
ROAD_SURFACE_TEMPERATURE	Road Surface Temperature	Deg C	-273	1735
PARTICULATE_TRAP_INLET_PRESSURE	Particulate Trap Inlet Pressure	kPa	0	125
BOOST_PRESSURE	Boost Pressure	kPa	0	500
INTAKE_MANIFOLD_TEMPERATURE	Intake Manifold Temperature	Deg C	-40	210
AIR_INLET_PRESSURE	Air Inlet Pressure	kPa	0	500

AIR_FILTER_DIFFERENTIAL_PRESSURE	Air Filter Differential Pressure	kPa	0	12.5
EXHAUST_GAS_TEMPERATURE	Exhaust Gas Temperature	Deg C	-273	1735
COOLANT_FILTER_DIFFERENTIAL_PRESSURE	Coolant Filter Differential Pressure	kPa	0	125
NET-BATTERY_CURRENT	Net Battery Current	A	-125	125
ALTERNATOR_CURRENT	Alternator Current	A	0	250
ALTERNATOR_POTENTIAL_VOLTAGE	Alternator Potential (Voltage)	V	0	3212.75
ELECTRICAL_POTENTIAL_VOLTAGE	Electrical Potential (voltage)	V	0	3212.75
BATTERY_POTENTIAL_VOLTAGE_SWITCHED	Battery Potential (Voltage), Switched	V	0	3212.75
CLUTCH_PRESSURE	Clutch Pressure	kPa	0	4000
TRANSMISSION_OIL_LEVEL	Transmission Oil Level	%	0	100
TRANSMISSION_FILTER_DIFFERENTIAL_PRESSURE	Transmission Filter Differential Pressure	kPa	0	500
TRANSMISSION_OIL_PRESSURE	Transmission Oil Pressure	kPa	0	4000
TRANSMISSION_OIL_TEMPERATURE	Transmission Oil Temperature	Deg C	-273	1735
STEERING_AXLE_TEMPERATURE	Steering Axle Temperature	Deg C	-40	210
DRIVE_AXLE_LOCATION	Drive Axle Location	location	0	250

DRIVE_AXLE_LIFT_AIR_PRESSURE	Drive Axle Lift Air Pressure	kPa	0	1000
DRIVE_AXLE_TEMPERATURE	Drive Axle Temperature	Deg C	-40	210
BRAKE_APPLICATION_PRESSURE	Brake Application Pressure	kPa	0	1000
BRAKE_PRIMARY_PRESSURE	Brake Primary Pressure	kPa	0	1000
BRAKE_SECONDARY_PRESSURE	Brake Secondary Pressure	kPa	0	1000
HYDRAULIC_RETARDER_PRESSURE	Hydraulic Retarder	kPa	0	4000
HYDRAULIC_RETARDER_OIL_TEMPERATURE	Hydraulic Retarder Oil Temperature	Deg C	-40	210
WASHER_FLUID_LEVEL	Washer Fluid Level	%	0	100
FUEL_LEVEL	Fuel Level	%	0	100
FUEL_FILTER_DIFFERENTIAL_PRESSURE	Fuel Filter Differential	kPa	0	500
ENGINE_OIL_FILTER_DIFFERENTIAL_PRESSURE	Engine Oil Filter Differential Pressure	kPa	0	125
INJECTION_CONTROL_PRESSURE	Injection Control Pressure	MPa	0	251
BLOWER_BYPASS_VALVE_POSITION	Blower Bypass Valve Position	%	0	100
GAS_SUPPLY_PRESSURE	Gas Supply Pressure	kPa	0	32127.5
AUXILIARY_PUMP_PRESSURE	Auxiliary Pump Pressure	%	0	4000
INJECTOR_METERING	Injector Metering	MPa	0	251

_RAIL_PRESSU	Rail Pressure			
CARGO_AMBIENT_TEMPERATURE	Cargo Ambient Temperature	Deg C	-273	1735
INPUT_SHAFT_SPEED	Input Shaft Speed	rpm	0	8031.875
TRANSMISSION_REQUESTED_RANGE	Transmission Requested Range	no unit	0	64250
TRANSMISSION_CURRENT_RANGE	Transmission Current Range	no unit	0	64250
PERCENT_TORQUE_AT_PEAK_TORQUE_POINT_5	Percent torque at peak torque, point 5	%	-125	125
HOURS	Hours	hrs	0	23
MONTH	Month	month	1	12
DAY	Day	day	0.25	31.75
YEAR	Year	year	1985	2235
ALTERNATOR_SPEED	Alternator speed	rpm	0	32127.5
SHIFT_FINGER_GEAR_POSITION	Shift finger gear position	%	0	100
SHIFT_FINGER_RAIL_POSITION	Shift finger rail position	%	0	100
TRANSMISSION_SYNC_HRONIZER_CLUTCH_VALUE	Transmission synchronizer clutch value	%	0	100
TRANSMISSION_SYNC_HRONIZER_BRAKE_VALUE	Transmission synchronizer brake value	%	0	100
HIGH_RESOLUTION_TOTAL_VEHICLE_DISTANCE	High resolution total vehicle distance	m	0	21055406
HIGH_RESOLUTION_TRIP_DISTANCE	High resolution trip distance	m	0	21055406

SERVICE_COMPONENT_IDENTIFICATION	Service component identification	no unit	0	250
SERVICE_DISTANCE	Service distance	km	-160635	160640
SERVICE_DELAY_CALENDAR_TIME_BASED	Service delay/calendar time based	week(s)	-125	125
SERVICE_DELAY_OPERATIONAL_TIME_BASED	Service delay operational time based	hrs	-32127	32128
FRONT_AXLE_SPEED	Front Axle Speed	kph	0	251
RELATIVE_SPEED_FRONT_AXLE_LEFT_WHEEL	Relative speed; front axle, left wheel	kph	-7.8125	7.8125
RELATIVE_SPEED_FRONT_AXLE_RIGHT_WHEEL	Relative speed; front axle, right wheel	kph	-7.8125	7.8125
RELATIVE_SPEED_REAR_AXLE_1_LEFT_WHEEL	Relative speed; rear axle #1, left wheel	kph	-7.8125	7.8125
RELATIVE_SPEED_REAR_AXLE_1_RIGHT_WHEEL	Relative speed; rear axle #1, right wheel	kph	-7.8125	7.8125
RELATIVE_SPEED_REAR_AXLE_2_LEFT_WHEEL	Relative speed; rear axle #2, left wheel	kph	-7.8125	7.8125
RELATIVE_SPEED_REAR_AXLE_2_RIGHT_WHEEL	Relative speed; rear axle #2, right wheel	kph	-7.8125	7.8125
RATED_ENGINE_POWER	Rated Engine Power	kW	0	32127.5
RATED_ENGINE_SPEED	Rated engine speed	rpm	0	8031.875
RPM	RPM	rpm	0	8031.875

ENGINE_RETARDER_SELECTION	Engine reatrder selection	% Torque	0	100
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Data value bit variables are those variables supported by the software package 100 that represent a single bit of storage, i.e. a logical value. All data values are of one, and only one, of two states, on or off. The definition of the variables in Table 2 includes a programmatic constant name and a description of the variable. Physical storage for any of these data values in the data link package 100 is provided by the VARIANT data type. In all cases, the data type shall be VT_BOOL. Data link clients may choose to assert this within their own code. Note that error indications typically reflected in Boolean types on the vehicle network are captured in the data status fields returned to clients.

TABLE 2

Name	Enumeration Name
ABS	Anti Lock Brake System On
ABS_OFFROAD_SWITCH	ABS Offroad Switch
ACCELERATOR_PEDAL_KICKDOWN_SWITCH	Accelerator Pedal Kickdown Switch
ACCELERATOR_PEDAL_LOW_IDLE_SWITCH	Accelerator Pedal Low Engine Idle Speed Switch
ANTI_LOCK BRAKING_ABS_ACTIVE	Anti-lock Braking (ABS) Active
ASR_BRAKE_CONTROL_ACTIVE	ASR Brake Control Active
ASR_HILL_HOLDER_SWITCH	ASR Hill Holder Switch
ASR_OFFROAD_SWITCH	ASR Offroad Switch
BRAKE_FLUID	Brake Fluid
BRAKE_PRESS	Brake Press
BRAKE_SWITCH	Brake Switch
CENTER_RAIL_INDICATOR	Center rail indicator
CENTRAL	Central
CENTRAL_FONT	Central front

CENTRAL_REAR	Central rear
CHECK_ELECT_SYS	Check Elect Sys
CHECK_TRANS	Check Trans
CLUTCH_ACTUATOR	Clutch Actuator
CLUTCH_SWITCH	Clutch Switch
COOLENT_LEVEL	Coolent level
CRUISE_CONTROL	Cruise Control
CRUISE_CONTROL_ACCELERATE_SWITCH	Cruise Control Accelerate Switch
CRUISE_CONTROL_ACTIVE	Cruise Control Active
CRUISE_CONTROL_COAST_DECELERATE_SWITCH	Cruise Control Coast (Decelerate) Switch
CRUISE_CONTROL_ENABLE_SWITCH	Cruise Control Enable Switch
CRUISE_CONTROL_RESUME_SWITCH	Cruise Control Resume Switch
CRUISE_CONTROL_SET_SWITCH	Cruise Control Set Switch
DEFUEL_ACTUATOR	Defuel actuator
DISENGAGE_DRIVELINE_REQUEST	Disengage Driveline Request
DRIVELINE_ENGAGE	Driveline engaged
DRIVER_ALERT_MODE	Driver Alert Mode
ENGAGEMENT_INDICATOR	Engagement indicator
ENGINE_AND_RETARDER_TORQUE_MODE	Engine and Retarder Torque Mode
ENGINE_HAS_SHUTDOWN_BY_SYSTEM	Engine has shutdown by system
ENGINE_TEST_MODE_SWITCH	Engine Test Mode Switch
FORWARD_SWITCH	Forward switch
FRONT_AXLE_1	Front axle 1
FRONT_AXLE_2	Front axle 2
GEAR_ACTUATOR_1	Gear actuator #1
GEAR_ACTUATOR_2	Gear actuator #2

GEAR_SHIFT_INHIBIT_REQUEST	Gear Shift Inhibit Request
HIGH_Beam	High Beam
HIGH_RANGE_SENSE	High range sense
IDLE_DECREMENT_SWITCH	Idle decrement switch
IDLE_INCREMENT_SWITCH	Idle increment switch
IDLE_SHUTDOWN_TIMER_FUNCTION	Idle Shutdown Timer Function
IDLE_SHUTDOWN_TIMER_OVERRIDE	Idle Shutdown Timer Override
INERTIA_BRAKE_ACTUATOR	Inertia brake actuator
IO_CHANNEL_1	IO channel #1
IO_CHANNEL_10	IO channel #10
IO_CHANNEL_11	IO channel #11
IO_CHANNEL_12	IO channel #12
IO_CHANNEL_13	IO channel #13
IO_CHANNEL_14	IO channel #14
IO_CHANNEL_15	IO channel #15
IO_CHANNEL_16	IO channel #16
IO_CHANNEL_2	IO channel #2
IO_CHANNEL_3	IO channel #3
IO_CHANNEL_4	IO channel #4
IO_CHANNEL_5	IO channel #5
IO_CHANNEL_6	IO channel #6
IO_CHANNEL_7	IO channel #7
IO_CHANNEL_8	IO channel #8
IO_CHANNEL_9	IO channel #9
LOCKUP_CLUTCH_ACTUATOR	Lockup clutch actuator
LOW_RANGE_SENSE	Low range sense
MOMENTARY_ENGINE_OVERSPEED_ENABLE	Momentary Engine Overspeed Enable

NEUTRAL_INDICATOR	Neutral indicator
NEUTRAL_SWITCH	Neutral switch
OVERRIDE_CONTROL_MODE_PRIORITY	Override Control Mode Priority
OVERRIDE_CONTROL_MODES	Override Control Modes
PARK_BRAKE	Park Brake
PARKING_BRAKE_ACTUATOR	Parking Brake Actuator
PARKING_BRAKE_SWITCH	Parking Brake Switch
PROGRESSIVE_SHIFT_DISABLE	Progressive Shift Disable
RAIL_ACTUATOR_1	Rail actuator #1
RAIL_ACTUATOR_2	Rail actuator #2
RANGE_HIGH_ACTUATOR	Range high actuator
RANGE_LOW_ACTUATOR	Range low actuator
REAR_AXLE_1	Rear axle 1
REAR_AXLE_2	Rear axle 2
REQUESTED_SPEED_CONTROL_CONDITIONS	Requested Speed Control Conditions
RETARDER_ENABLE_BRAKE_ASSIST_SWITCH	Retarder Enable - Brake Assist Switch
RETARDER_ENABLE_SHIFT_ASSIST_SWITCH	Retarder Enable - Shift Assist Switch
RETARDER_LOCATION	Retarder Location
RETARDER TYPE	Retarder Type
REVERSE_SWITCH	Reverse switch
RIGHT_TURN	Right turn
SEAT BELT	Seat Belt
SHIFT_IN_PROCESS	Shift in Process
SPLITTER_DIRECT_ACTUATOR	Splitter direct actuator
SPLITTER_INDIRECT_ACTUATOR	Splitter indirect actuator
TORQUE_CONVERTER_LOCKUP_DISABLE_REQUEST	Torque Converter Lockup Disable Request

TORQUE_CONVERTER_LOCKUP_ENGAGED	Torque Converter Lockup Engaged
TRQACTION_CONTROL	Traction Control
TRAILER_ABS	Trailer ABS
TRANSMISSION_OUTPUT_RETARDER	Transmission output retarder
TWO_SPEED_AXLE_SWITCH	Two speed axle switch
WAIT_TO_START	Wait to Start
WASH_FLUID_LOW	Wash fluid low
WATER_IN_FUEL_INDICATOR	Water in fuel indicator

Table 3 contains definitions of data link variables that contain enumerations of values supported by the data link software package 100. Included in the definition are a programmatic constant name, a description of the variable.

TABLE 3

Name	Enumeration Name
CRUISE_CONTROL_STATES	Cruise Control States
ENGINE_AND_RETARDER_TORQUE_MODE	Engine/Retarder Torque Mode
IDLE_SHUTDOWN_TIMER_STATE	Engine Idle Shutdown Timer State

Network classes is one type of COM object used. Network classes is used by software 100 when explicit identification of the class of the underlying physical network is required, e.g. SAE J1939 or SAE J1587. DataValueStatus is used when explicit identification of the status of data communication is required. The values used are "MESSAGESUCCESS" which indicates that no exceptions occurred during a given network operation. Occurrence of MESSAGE TIMEOUT indicates that a time out period expired during the course of a communication request. DATAVALUE NOT SUPPORTED indicates that a given data value was requested from a remote device, but is not supported by the device. For example, suppose engine speed was requested from an anti-lock brake system (ABS) controller. DATAVALUE RANGE ERROR indicates that the data received from a reported remote device was out of range. DATAVALUE BIT ERROR can occur of devices reporting boolean (binary) values.

Another COM object is STATETRANSITIONS which is an enumeration used withn explicit indication of a change in status is required. Enumerated values for this object include STATECHANGE which indicates that the mechanism for being notified for a paricular value is on a state change basis. This means that if a client requests a given data value on a STATECHANGE basis, then the client will only be notified of a data value receipt when the state of the value has changed from what was initially specified. STATECONSTANT indicates that the mechanism for being notified for a particular value is on a contiual basis until the state changes. This means that if a client requests a given data value on a STATECONSTANT basis, then the client will periodically be notified of a data value until the state of the value has changed from what was initially specified. Once the state of change is detected, the client will no longer be notified until the value again falls within the specified range.

Error Handling

A set of custom facility error codes that may be generated and returned by the software package 100. Clients can determine, based on the HRESULT return code of all functions, whether a given function has failed or not. In addition to using the HRESULT, the client can retrieve additional data, possibly indicating why a particular function failed. For example, if a client invokes EnumerateNetworks 258 without first invoking, on at least an intial occassion, AcquireNetworks 270, an HRESULT is returned indicating error. The actual error code may be extracted from HRESULT using the HRESULT_Facility and HRESULT_Code macros which are described in Microsoft documentation for the Win32 API. The custom error codes are as follows.

E_NO_NETWORKS_ACQUIRED. No successful network acquisitions have occurred during an attemp to perform an enumeration. A successful network acquisition must occur before an enumeration can successfully complete.

E_NETWORK_CONFIGURATION_NOT-FOUND. This results from an attempt to acquire a network that would not resolve into something actually supported by the Software. This can result from the client specifying an instance number which is too high (e.g., not enough physical adaptors are connected to the host remote computer 44 to allow connection to the number of physical networks indicated, or a named network is of a class not supported by the software package 100.

E_DRIVER_INITIALIZATION. An attempt was made to connect to a particular network and there were problems initializing an underlying physical device driver.

E_CANNOT_CLAIM_ADDRESS. The data link software package 100 is configured for the underlying physical network to reside at a particular node address. The error indicates a likely network topology problem.

E_NO_DEVICE_DETECTION_PERFORMED. An attempt was made to enumerate the devices found on a network before successful detection of the network has occurred. A successful network detection is defined as the client software having performed at least one network detection to completion and having issued a DetectionCompleted call on an IDetectDeviceNotify interface 438.

E_NETWORK_NOT_CONNECTED. An attempt was made to perform some network specific operation that depended on the network being in a connected online state. This state is not reached until a successful network connection occurs.

E_DATA_VALUE_ALREADY_BEING_TRANSMITTED. An attempt was made to transmit a data value that is already in the process of transmission to a given remote device. Such attempts are disallowed because of the possibility of creating an inconsistency between what the client thinks it has set as a value for the remote device and what actually arrives at the remote device. Only one function should be allowed to transmit a given value to a given device.

E_UNSUPPORTED_DATA_VALUE_ID. An attempt was made to request or transmit a data value to or from a remote device that was not supported. For example, a client requested an engine speed data value from an ABS system.

Clients that require receipt of asynchronous notifications from the software 100 are required to implement COM objects that support public interfaces. Interfaces implemented by clients depend on the functionality of the notification that is being received. During the course of normal program execution, a given data link client may decide to use the same callback objects to satisfy the notification mechanism variables

for some number of data link software requests. In such cases, the data link software does not guarantee that two callback events will not occur at substantially the same point in time. Thus client callback code may need to be reentrant. A case where such is required is where a client registers for raw message traffic from both a J1939 network and a J1587 network, allowing notifications of traffic to overlap.

Conclusion

Software development for vehicle networks is greatly aided by the increase level of abstractness provided by the translation model of the present invention. The flexibility and adaptability of the invention allows for the provision for new protocols as such become available. The system, based on the COM concept is readily extendible, which gives the system room for evolution of the system while maintaining robustness. Generalized function calls handle all data values which can be generated on a motor vehicle network by reference to a database supported by manufacturing codes, while higher level interfaces handle formatting depending on network class type and initiation of communication links through the automated loading of the required drivers.

While the invention is shown in only one of its forms, it is not thus limited but is susceptible to various changes and modifications without departing from the spirit and scope of the invention.